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Lv. — "Mukden"	...	p.m.	"	"
Lv. — "Harbin"	...	9.15	"	"
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Hongkong, 24th July, 1905. [a998]

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[a196] THE MANAGER.

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THE HONGKONG DISPENSARY
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Hongkong, 19th July, 1909.

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VŒUX ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 25TH 1909.

Is Hongkong and its dependencies adequately policed? That is the question of the hour. The tragedy in the New Territory last week has aroused the community to a consideration of the question, and not unnaturally much criticism of the present arrangements and the policy which has created them is heard. When retrenchment is, as it were, so much in the air, and proposals are being discussed with a view to the reduction of Government staffs, including the police force, it is singularly unfortunate that this tragic occurrence should have taken place, inasmuch as it offers a strong argument against further reductions in the police in the New Territory. It is common knowledge that the police force has not kept pace with the growth of the Colony. While the population has increased, the force has not been augmented. This is sought to be explained by the theory that the populace have become more peaceable and law-abiding. Granted. But the opportunities and facilities for bad characters to find their way here from the mainland have not become less, and knowing that so many undesirables are daily adding to the number of petty thieves and determined criminals within our own borders, it certainly seems questionable judgment to sanction a decrease of that body entrusted with the maintenance of good order and government. Retrenchment may be necessary in several departments, economies might very well be effected in more than one, but efficiency should be the chief con-

sideration. Economy which produces inefficiency carries its own condemnation, and, while not wishing to join in an outcry merely because it seems popular, we must confess to a feeling that all is not well with our local constabulary. We do not suggest that its personnel is anything other than it ought to be. As a matter of fact, we have a great regard for the intelligence, tact, and discrimination of the body as a whole. Our objection is that the force has not the numerical strength to be effective. The policy of drawing men from the outlying districts into the Central may be justified when the number of men at disposal is limited. That is perhaps making the most of the force which is available, but there can be no justification for allowing the force to fall beneath the requirements of the Colony. The large number of robberies and burglaries which take place without any of the property being recovered tells its own tale. It emphasises the need for a larger and better organised detective service. The present intelligence men are capable and zealous, but it is impossible for them to cope with the demands upon their service. The city is, no doubt, as well policed as can be expected, but the same cannot be said of the New Territories with their growing population. True, there is no occasion for maintaining the large force which was necessary when the Territories were taken over, as the bad elements have been taught to some extent to respect law and order and respect those who stand for their preservation, but recent events, having focussed public attention on the subject, show that there is need for a more effective force—that, in other words, the present force is inadequate. It is not for us to say how many Indian or Chinese police is the equivalent of one European, but there can be little doubt that the European creates a feeling which is lacking in the case of the others. He makes himself respected as the embodiment of the law and, as is well-known, attacks on white officers are exceedingly rare. Therefore, there is only one conclusion—that more European police are needed. Withdrawing them has been followed by outbursts of lawlessness, and the remedy seems obvious. Some well-meaning critics have suggested mounted police, as in South Africa, but unfortunately the suggestion indicates a lack of knowledge of the conditions in the New Territory. There, unlike South Africa, with its vast distances and sparse population, there is a countryside with few roads and a large population. Who could ride across paddy fields? When the officer pursuing criminals has to leave the road, what is to happen to his horse? Were proper roads constructed there might be the possibility of introducing one or two mounted men, but until then they would be useless—that is, as mounted constabulary. This might be a good time to urge the Government to lose no time in starting the construction of the long contemplated trunk road from Castle Peak through Pingshan, Antau to Sheungshui, and thence linking up to the highway at Tai-po. This would help to develop the Territory, and would prove of especial value in view of the early opening of the railway. Its advantage in policing the district is obvious, and with the border well guarded crime in the New Territory would sink to the small place which it undoubtedly has among its peaceful residents.

A letter on the "Lack of Educational Facilities at the Peak" is held over until to-morrow.

The Osaka Shosen Kaisha's new Pacific liner, the *Yasaka Maru*, had to put back to Seattle last week owing to a broken rudder.

Part of the cargo of the junk *Sun Pook Hop* which was pirated last month on her way to Tai-ping has been traced.

The Directors of the Siam Steam Navigation Co., Ltd., recommend a dividend of 5 per cent for the past half-year, and to carry Ticals 10,000 to reserve account.

A Hankow contemporary chronicles the arrival there of Mr. H. G. C. Bailey, recently of the firm of Messrs. Johnson, Stokes and Masters, solicitors, Hongkong. Mr. Bailey intends to start practice in Hankow.

Mr. C. J. J. Roberts, late of the Standard Oil Co., Bangkok, whose extradition was not granted from Penang, and who went on to Colombo, where he was rearrested and remanded to the 13th, is held on the same warrant that was judged illegal in Penang.

Mr. Donnan Fuller, organist of St. John's Cathedral, went to Manila last week to formally open a new and beautiful organ at the Cathedral of St. Mary and St. John by two recitals, the first of which was to be given on Sunday evening and the second to-day. Mr. Fuller is the guest of Bishop Brent.

A Siamese adaptation of the comedy "Lady Huntworth's Experiment" was being played at Bangkok when the last mail left. The comedy was staged by the Bangkok Amateur Dramatic Society early this year, and Siamese actors and actresses were doubtless interested spectators of play.

The Bandmann Merry Little Maid Comedy Company are doing exceedingly well in Manila. They return to Hongkong next Friday, and a performance of "The Girls of Gottenburg" (2nd edition) is announced.

Three long-robed Chinese, brokers in the city, were placed before Mr. Wood at the Magistracy yesterday on a charge of obtaining \$4,000 by false pretences from a man named Wong Sui Ting. They were remanded.

The Russian Government has received through the Governor-General of the Amur a request from Sughai that the importation of Chinese labourers shall be permitted. It is not probable that the request will be granted.

Jungle rubber has become an important article of export from the French province of Laos. There are some fifteen firms in the province who buy, apart from the Chinese who have now taken up this branch of trade in serious fashion.

Mr. F. H. Dillon, land bailiff, prosecuted a ricksha coolie at the Magistracy yesterday. Prosecutor took a ricksha from the Star Ferry wharf, and when he paid off the coolie he handed the legal fare. This annoyed the coolie, who vented his displeasure by throwing Mr. Dillon's parcel containing a bathing costume and other things in the air, scattering the contents. Mr. Hasland sentenced the coolie to fourteen days' imprisonment.

A stabbing affray took place at Wellington Barracks on Saturday. Two Chinese quarrelled, and one drawing a knife stabbed his companion in the back. The latter was badly wounded and had to be taken to the hospital. When the assailant appeared before Mr. Wood at the Magistracy yesterday he told him that he did not intend to seriously wound the other man, who aggravated him by striking him first. The case was remanded.

We are requested to state that the Superintendent of the Botanical and Forestry Department is prepared to undertake the clearing of superfluous brushwood from Crown land in the close vicinity of dwelling houses with the object of reducing the harborage for mosquitoes which such brushwood is known to afford. The rate charged will be 50 cents per 1,000 square feet, paid in advance by the applicant.

Two Chinese were brought before Mr. Wood at the Magistracy yesterday on a charge of kidnapping two boys out of the Colony. They took the boys into Chinese territory, but the fare collector on the steamer recognised one of the boys, whom he asked what he was doing there. The boy replied that he was taken by force from his home, whereupon the collector detained the two men and sent them back to Hongkong. Evidence was called and the case remanded.

A robbery with violence is reported to have taken place on the Tai-po Road on Friday evening last, the victim being a cook, who states that he was met by three men who seized him. He asked what they wanted and they replied that they were going to search him. He said that he had only one dollar, which he handed over to them, after which they tied his hands behind him and fastened him to a tree, where he remained for two hours before he was released by a man who passed.

A correspondent writes to us a letter in which he appeals to the Government, in the interests of public decency and morality, to take some effective action to suppress the intolerable nuisances which respectable residents in the neighbourhood of Wyndham Street have so long had to endure. Attention has been called again and again to the matter, but so far the complaints appear to have been absolutely disregarded. Our correspondent hopes that this further appeal will receive some attention, and he suggests as a remedy the removal of brothels from the central districts of the city.

The British Commissioner at Weihaiwei, Sir J. H. Stewart Lockhart, in his report for 1908, says:—"A large number of Japanese fishing junks arrived during the summer for the purpose of shark fishing on the high seas—a comparatively new industry in this neighbourhood. They erected a fishing camp of bamboo and matting on the beach, some two miles from Port Edward, where the fish were dried and sent up. The fishing season lasts, roughly, for three months—June to August—and the fish are esteemed a great delicacy both by Chinese and Japanese. It is understood that the pecuniary results of the first year's fishing were most successful, and therefore it is expected that operations will be continued this year."

DIVER SUFFOCATED.

A fatality occurred at the Tai-poo Dockyard on Saturday when a foreman diver was suffocated. Part of the wall was destroyed by a typhoon and a contract had been made for the submerged part being raised and the necessary repairs effected. The foreman engaged in the work went down on Saturday to make observations, but something went wrong with the gear and when he was pulled up he was found quite black. Artificial respiration was tried without avail. An inquiry will be held into the circumstances of the death.

LATEST STEAMER MOVEMENTS

The N.Y.K. steamer *Mitsushima Maru* (European Line) left Shanghai on the 23rd instant, and is expected here to-morrow a.m.

The S.S. ex per C.P.R. steamer *Empress of India*, which left Hongkong on the 24th ultimo, and Yokohama on the 2nd inst., thus making a transit of 29 days from Hongkong and 20 days from Yokohama.

TELEGRAMS.

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[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS"]

FIRING ON STRIKERS AT PITTSBURG.

LONDON, August 24th.

Strikers at Pittsburg, incited by women, attacked the steelworks.

Troops fired a volley on the strikers and arrested scores of them.

Deputy Sheriff Trooper and three foreigners were killed and twenty persons were wounded, many of them fatally.

TURKEY AND CRETE.

LONDON, August 24th.

Reuter's Correspondent at Constantinople reports that the Turkish Cabinet, while approving in principle the Greek reply to the Porte's Note, decided yesterday to make a further appeal to the Powers with a view to securing a definite settlement of the Cretan régime.

Reuter's correspondent at Constantinople says it is understood that all the Embassies abroad telegraphed to the Porte a warning of the disfavour with which the Powers would view a chauvinistic policy on the part of Turkey.

FATAL BOILER EXPLOSION AT WEIHAIWEI.

LONDON, August 24th.

His Majesty the King, who is staying at Marienbad, has notified the Admiralty that he greatly regrets to learn of the boiler disaster which occurred on the torpedo boat destroyer "Otter" on the 16th instant at Weihaiwei, which caused the death of two men and injuries to another two.

THE AIRSHIP COMPETITION.

LONDON, August 24th.

There was a huge gathering at Reims to witness the doings of the airships. Remarkable speeds were attained. M. Bleriot circled the course of ten kilometers in 8m 42½s.

The world's record was beaten an hour later by Mr. Curtiss, the American inventor, on a biplane. He covered the distance in 8m. 37½ sec.

A BOTANIC EXPEDITION IN ASIA.

LONDON, August 24th.

Professor Meyer, a representative of the United States Bureau of Agriculture, has arrived at Liverpool en route to Batoum, whence he starts on a botanic expedition across Turkestan, Tibet and China, searching for plants suitable for transplantation in America.

[FROM THE "CHUNG NGOI SAN PO"]

ENGLISH OFFICER KILLED AT PEKING.

PEKING, August 24th.

An English military officer was killed on Sunday last at the Railway Station near the city gate by being run over by a train.

YUAN SHI KAI.

PEKING, August 24th.

It is reported that the Grand Secretaries have recommended the Throne owing to recent troubles with the Japanese to re-appoint Yuan Shi-kai to office.

[This is regarded in Chinese circles as doubtful.—Ed.]

CORRESPONDENCE.

THE HONGKONG BANK AND THE UNIVERSITY SCHEME.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

Canton, 23rd August, 1909.

SIR,—It is a pity that a solitary discordant letter appeared in your issue of 21st inst. over a none-deplorable "A Bank Shareholder." When he was so sceptical of the usefulness of this project, and when he believed that it was not worthy of support, he should have adduced strong arguments in support of his contention, but instead, he showed his narrow-mindedness by decrying higher education among Chinese, setting up a hog of one day being castigated on the back by the self-same youngsters who will get the blessings of a university education. If this bank shareholder means to pocket his fat bonus every year at the expense of the Chinese, who should be, in his opinion, always hewers of wood and drawers of water, he should know others, or rather almost all shareholders, are not of the same selfish mind. They showed their liberal-mindedness by cordially approving, at the meeting of Saturday last, the handsome donation, and thus neatly sent the capacious writer to "Covenanter." No better answer could have been given. If this writer conscientiously believed the University scheme would be a failure and the donation a mistake, where was he during the Bank meeting? Why had he not the courage of his conviction to cry it down? Perhaps he thought there were too many twigs to form too strong a birch to castigate his devoted back.

He hangs his arguments on the peg of Indian politics and points to the present case in India. Such irresponsible and captious writers have more often than not done much mischief in India and England; they superficially see a thing, meddle and muddle. If University education has manufactured a handful of malcontents, it has also produced thousands of youths who would be ready to lay down their lives for the British rule, for they know well that in defending it they defend their hearths and homes. How was the murder of Sir Curzon Wyllie and Dr. Lajpat Rai received in India? From Calcutta to Cape Comorin, the Indians of all castes and creeds showed their horror and indignation of this madman's crime; individuals, corporations, large and small, showed their condemnation, voted sentiments of loyalty to their Emperor and University educationalists were the first to lead their uneducated brethren in the movement. Aye, even the parents and brothers of the fanatic (all University men, by the bye) disowned their kith and kin for their country and honour's sake. Why is this not seen and appreciated by such writers as "A Bank Shareholder"? Why do they see through the wrong end of the glass?—class prejudice. University education not fit for the Chinese or Indian, forsooth! If it be sauce for the goose, it is ditto for the gander. Sturdy, stern old Britons—all glory to them—were not of this opinion, and they knew better, as they were disinterested. O tempora, O mores!—Yours, &c., H. S. KAYABANA.

MANSLAUGHTER OR ASSAULT?

An interesting case has been before Mr. Hasland at the Magistracy for two days in which a hukong stands charged with the manslaughter of a hawk, whom he is alleged to have struck with his trancheon on July 29th. The hawk died shortly afterwards in the hospital. The point arose as to whether the death of the hawk was brought about by the blows received or whether it was due to other causes. His Worship remarked that if in his opinion the blow had nothing to do with the death of the hawk, and that the hawk died of some other cause, he would not send him for trial. Mr. P. W. Goldring, who appeared for the prosecution, then stated that he would like to add a subsidiary charge of assault, and, His Worship agreeing, this was done. The evidence of Dr. Shore, R. N., who had been in charge of the public mortuary, was that the death of the deceased was not the result of the blows said to have been struck him on the body. The deceased was in a bad condition, suffering from strangled hernia, and in the opinion of the doctor the blows did not cause death, although they might have hastened it. Mr. Frank Brown, Government analyst, stated that he examined the contents of the deceased's stomach and found traces of opium. It frequently happened that traces of opium were found when the larger quantity had been absorbed. Two grains, the amount which he found in the stomach, would not be a fatal dose. The case was remanded.

BRITISH WARSHIPS IN FAR EASTERN WATERS.

From a recent Parliamentary report:—Mr. Ross (Montgomery Bovington, Min.) asked the First Lord of the Admiralty whether any, and if so, how many, battle-ships and first-class cruisers were stationed on the East India and China stations.

Mr. McKenna (Monmouth, N.)—Four first-class cruisers on the China station.

Mr. Ross.—Is there no ship greater than a second-class cruiser on the East India station?

Mr. McKenna.—The East India and China stations are one. There are four first-class cruisers on the China station. They all belong to the East India station.

Mr. Ross.—Is there, as a matter of fact, a bigger ship than a second-class cruiser in East Indian waters?

Mr. McKenna.—I believe that is the biggest ship in East Indian waters.

Sir G. Parker (Gravesend, Opp.)—May I ask whether the absence of a first-class battle-ship is due to the fact that under our alliance with Japan we leave to her the responsibility of defending our interests there?

Mr. McKenna.—I think these questions of high policy had better not be discussed by question and answer across the floor of the House. (Cheers.)

AMARAL AND MESQUITA.

1849-1909.

[By a Portuguese Contributor.]

Sixty years ago two memorable events took place in Macao. One was the cowardly assassination of the then Governor, João Maria Ferreira de Amaral, on the 22nd August, 1849, and the other the heroic attack and the taking of Pak-sa-leang fortress by Lieutenant Mesquita with 35 soldiers under his command—on the 25th August, 1849.

History tells us that when Governor Ferreira de Amaral landed at Macao to assume the Governorship on the 21st April, 1846, he made a solemn oath to emancipate the Colony from the yoke of the mandarins, and he fulfilled this vow at the cost of his life. The fiscal administration of the Colony was at the time controlled by the mandarins. Custom houses were established within the city, Customs dues were collected and paid to the Imperial Government, a Chinese tribunal tried and condemned Chinese subjects, the prefect and sub-prefect of Heng-shan and Chusan respectively exercised certain powers over the mandarins residing in Macao, and all sorts of abuses were tolerated within the Portuguese territory to the great detriment of the nation.

Governor Ferreira de Amaral soon put a stop to all these abuses. He ordered the Customs stations to be at once removed and refused to allow any Chinese tribunal within the city. The Chinese mandarins had no alternative but to retire to Chinese territory. They did not meekly obey, however. Their first attempt at resistance was to arrange a boycott by the passenger junks, which was immediately suppressed by the energy of the Governor, and things went on with apparent smoothness until a certain number of desperadoes, paid for by the mandarins, one day ambushed the Governor while riding across the Pagoda of Passalao, and decapitated him, carrying away the head to the mandarins as proof of their claim to remuneration.

As soon as the news of the assassination of the Governor reached the city and the warning was given that an invasion of the Chinese was contemplated immediately, the brave Lieutenant Mesquita went to the Headquarters and asked permission to attack the fortress of Pak-sa-leang, which was held by 400 Chinese soldiers with 18 guns and surrounded by about 2,000 natives with some artillery. The Council, admiring the courage of the young Lieutenant, gave him permission to march. Calling out to his comrades—"Follow me who wish to die!" only 35 soldiers stepped forward. They marched courageously towards the fort, delivered their attack and the enemy, regarding the soldiers as devils, fled in all directions, abandoning guns, ammunition, and all other impediments. Mesquita planted the national ensign, and the victors expressed their joy in cheers. To-day (the 25th August) completes the 60th anniversary of this victory of Pak-sa-leang. Let the memory of this brave soldier and his comrades be honoured!

Lieut. Mesquita and his 35 brave comrades were all born in Macao. Only one of them is still alive, Mr. Luis Marine do Rosario, who is still residing at Macao and is nearing the eightieth year of his age.

JAPANESE FIRE INSURANCE COMPANY REPORTS.

We have received copies of the Reports of the Meiji Fire Insurance Co., Ltd., and of the Nippon Fire Insurance Co., Ltd. Both balance sheets are for the year ending 31st March.

The net premiums collected by the Nippon were ¥1,084,846 and the total losses, less re-insurance, amounted to ¥397,838, being 36.7 per cent. of the premiums. The surplus for the year is ¥491,137, which the directors have resolved to appropriate as follows: Legal reserve fund, ¥23,000; special reserve fund, ¥200,000; dividends to shareholders (15 per cent. per annum), ¥112,500; bonus and social expenses to directors and auditors, ¥35,000; rewards to the retired officers, ¥8,000; balance carried forward to next year, ¥112,637.

The premiums collected during the year by the Meiji, after deduction of re-insurances amount to Yen 1,001,781. The losses, after deduction of re-insurances, amount to Yen 357,652. The balance of the working account for the year amounts to Yen 1,615,758; less reserve for unexpired risks at the 31st March, 1909, Yen 1,395,300. This gives a net profit for the year of Yen 220,458. The directors recommend a dividend of 20 per cent. to shareholders, absorbing Yen 50,000; bonus to directors and auditors, Yen 5,200; and to carry to reserve fund Yen 165,258.

CHINESE VICE-CONSUL MURDERED.

SHOT BY COMPATRIOT IN NEW YORK OFFICE.

The Chinese Vice-Consul, Mr. Luk-Wing, was shot in his office at No. 18, Broadway, recently by a Chinaman named Wong Cheung. It was just before the time for closing the office, and Mr. Luk-Wing was preparing to leave when Wong entered. Shortly afterwards the people in the neighbouring offices heard scuffling and then a shot, and rushing to the rooms found the Consul bleeding on the floor and Wong with a smoking revolver in his hand.

The victim was taken to the hospital and his wife hastily summoned, as it was evident he could not live long. He died a few hours after his admission to the hospital.

Wong declared that he was trying to collect a debt from his victim and that Luk-Wing threatened to shoot him, whereupon he drew a revolver and in the scuffle it exploded and shot the Vice-Consul. "This story, however, is not believed, as Wong appears irresponsible and can give no proper account of his action."

Mr. Luk-Wing was a Yale graduate, who has been in this country for nearly thirty years. His wife is an American, and he was a personal friend of Li Tung Chang.

SUPREME COURT.

Tuesday, 24th August.

IN ORIGINAL JURISDICTION.
BEFORE HIS HONOUR SIR FRANCIS
PISGOTT (CHIEF JUSTICE).

MITCHELL V. LEMM.

The hearing was continued of the action in which Captain T. A. Mitchell, of the Indo-China Steam Navigation Co., proceeded against John Lemm to recover \$15,000, general moral damages, and \$17,187.23 special damages for money paid and payable in connection with divorce proceedings in Edinburgh.

Sir Henry Berkeley, K.C., instructed by Mr. H. W. Looker (of Messrs. Deacon, Looker and Deacon) appeared for the plaintiff, while the defendant was represented by Mr. M. W. Slade, who was instructed by Mr. P. M. Hodgson (of Messrs. Ewins and Harston).

The jurors were—
Messrs. E. J. Hughes (foreman), J. W. Bolles, E. Shellin, M. S. Sassoon, M. S. Northcote, G. C. Moxon and E. H. Hinds.

Captain Mitchell, recalled, was further cross-examined by Mr. Slade. He said he was captain of the *Fau Sang* on August 17th, 1903. The letter produced, which was not signed, appeared to be in his handwriting, and he remembered certain circumstances which may have prompted him to write such a letter. In that letter he asked defendant to look after his house, and his wife had given Mr. Lemm a power of attorney.

I put it to you that is a copy of what you wrote to Lemm, made by yourself and given by you to your wife?—That may be.

And that the original was returned to you at your request?—I cannot recollect that.

Mr. Slade then produced a letter dated 8th March, 1904, which witness admitted was in his handwriting. The letter requested Mr. Lemm to return a letter written by him, and to note that in future they met as strangers.

Witness then asked, and was granted permission, to explain the circumstances which prompted him to write that letter. When Mrs. Mitchell went to Chesham in April, 1903, he said, she left instructions with Mr. Lemm to look after her house. She sub-let the house to a man by the name of Keeney, and she did this without consulting witness in the matter at all. Mr. Slade—I think you told us yesterday that you knew all this before Mrs. Mitchell left Hongkong?—The day she left. I came into port that day.

There was no secret about it?—She told me Mr. Lemm was to collect the rent. In the meantime Mr. and Mrs. Keeney left the house in charge of a man named Logan, who took several people to live there. When this came to my knowledge I was anxious as to whether the furniture in the house would be looked after, and in some way or other I asked Mr. Lemm to give an eye to it.

Besides Mr. Lemm you have accused, have you not, a number of other men of committing adultery with your wife?—I have accused nobody.

Have you accused Mr. Lemm?—I took proceedings against Lemm.

His Lordship—Making people co-respondents is accusing them.

Mr. Slade—Have you made other people co-respondents?—No. Other people were brought into the action.

Have you accused your wife of committing adultery with other people besides Lemm?—No. What?—When I took those proceedings they were entirely on account of Lemm. In the meantime other knowledge came to me and I took advantage of it.

Therefore, taking advantage of knowledge given to you, you charged your wife of committing adultery with other people?—Purely on account of Mr. Lemm.

Will you answer the question, and don't fence?—Yes.

Remember you are on your oath—I am on my oath and that is why I want to tell the truth.

Don't fence with my question then—There is no fencing at all about it.

How many people besides Lemm?—Three.

Did you take the photograph shown you yesterday?—Photograph of whom?

The one which represented your wife and your daughter?—Certainly not.

And the other, is that your photograph?—No.

And all you can say is they are like the people they represent?—They are the people they represent.

They resemble them?—There is no question about that.

Captain N. G. Major, sworn, said he was a master mariner, and in charge of the steam tug *David Gillies*. He knew Captain and Mrs. Mitchell, and also Mr. John Lemm, whose photograph he recognised. In May, 1900, witness was living at 3, Granville Avenue, Captain and Mrs. Mitchell lived at No. 4, while Mr. Lemm was then living at the end house of the terrace. All the houses in the avenue had balconies, and witness used to see Lemm going to his house almost daily.

From May to September, 1900, did anything attract your attention as Lemm was going along the Avenue?—He always whistled when passing Mrs. Mitchell's house.

What was the result of the whistle?—Mrs. Mitchell used to answer him.

Did you see Mrs. Mitchell?—No, but I heard the whistle.

Sir Henry Berkeley—I will take it this way. He heard an answering whistle.

Witness stated that Mr. Lemm used to go into Mrs. Mitchell's house nearly every evening. At times he came out between ten and eleven p.m., while at other times witness did not remember him leaving at all.

His Lordship—You don't mean to represent that you were sitting on your verandah to watch Mr. Lemm?—I may have done it out of curiosity.

Why out of curiosity?—I thought it was a thing to arouse anyone's curiosity.

Sir Henry Berkeley—How many occasions have you sat on the verandah?—Pretty often. I could not say the number.

Do you remember being on board the *Prinz Sigismund* on June 21st, 1907?—I took the ship out, but I am not prepared to swear to the date.

Was Mrs. Mitchell on board?—Yes, she was going to Australia.

Mr. Slade—To what portion of the particulars does this refer?

Sir Henry Berkeley—This is after the decree. What I am submitting is this: that for the purpose of showing continued familiarity evidence can be given even after the decree.

Mr. Slade—My friend has had his way now. He has put it to the jury and that is all he wanted.

Sir Henry Berkeley—My friend should not make a suggestion like that.

His Lordship—I will put everything straight to the jury.

Cross-examined by Mr. Slade, witness said he knew that Captain Mitchell took proceedings against his wife for adultery in 1905. He was called to give evidence on commission, and on that occasion he mentioned some of the facts he had now sworn to. He remembered being shown a photograph and asked who it was, and he replied Lemm. When asked if he knew anything about Lemm, he said nothing more than that he was a frequent visitor at Mrs. Mitchell's house. That was because he was not asked.

How many hours were you cross-examined?—Only a few minutes.

Minutes?—Please don't look black at me. I am telling all I know as far as I can remember. I was a very short time under cross-examination.

Your examination in chief took sometime?—About half an hour.

You are a friend of Captain Mitchell's, aren't you?—I am a captain myself.

It is a curious thing that in 1905 you never gave any of the details at all which you have given now?—I was not asked.

Before you gave your evidence in chief you had seen Mr. Deacon, who was acting for Captain Mitchell?—In the usual way, I suppose.

And he had taken your proof?—That is usual, is it not?

Did he take it?—I suppose so. I am not sure.

And he was asking you all you knew about the matter?—I have come here to tell the truth, the whole truth, and nothing but the truth.

His Lordship instructed the witness to answer.

Witness—Please ask the gentleman not to look at me as if he is going to swallow me.

His Lordship—You can look at him as if you were going to swallow him.

Witness—I don't want him to look at me as if I'm telling lies.

Mr. Slade—You certainly did see Mr. Deacon?—All right. We'll say I did.

You did not mention any of these facts to him, did you?—Which facts do you mean?

His Lordship—The facts you have told us about sitting on your verandah.

Witness—No. As I say, I was not asked.

Mr. Slade—But you were asked to tell all you knew?—All right.

And you did not mention any of these facts?—I believe I was asked.

Will you answer the question, please?—Let me answer in my own way.

Answer the question first, and you can explain afterwards. I offered to state these facts, but I think it was decided that they were not worth taking down.

Pau Kuan Tak deposed to being cook and boy to Mrs. Mitchell at Eranai Bungalow, Observatory Road, in 1905. Mr. Lemm was often at her house. He usually called at 7 p.m. and stayed until two and three a.m. There were two sleeping rooms in the house, one Mrs. Mitchell's and the other for Mr. Lemm, in which there was a bed which was not much used. At that time Mr. Lemm lived at 7, Cameron Road.

Did Mr. Lemm ever use this bed in his room to your knowledge?—Yes, and I used to go to his house for sleeping garments.

Continuing, the witness said that when Mr. Lemm got into his pyjamas he went into his own room, but he took his liquor in "the Mrs. room." Mrs. Mitchell was then dressed in a long sleeping dress.

In cross-examination witness stated that there were two sleeping rooms in the house, and Mrs. Mitchell slept in the same room as Miss Mitchell, and in the same bed.

Mr. F. M. Marques, manager of the Boa Vista Hotel, Macao, was shown photographs of Mr. Lemm and Mrs. and Miss Mitchell, which he said he recognised, and stated that the gentleman and the two ladies visited his hotel on October 12th, 1904. They stayed the night, and left on the following day. The names were entered in the hotel register, which he produced. They occupied rooms 9 and 10, and it was possible to pass from one of these rooms to the other by means of the verandah. Mr. Lemm paid the hotel expenses. The same parties paid a second visit to the hotel in December, and occupied rooms 8 and 9.

Witness was cross-examined by Mr. Slade.

Were the entries in your register altered since they were written?—I cannot say when the alteration took place. When I saw the entry it was in the same state as it is now.

Do you remember a half-caste of the name of Ledbury who was in the employ of Captain Mitchell?—I am not certain, but I believe I have seen him in Court.

Do you remember him visiting you to inquire about this matter?—I don't remember.

Was it not to him that you gave these particular pages after they were out of the register?—No. I handed them to a clerk of Messrs. Deacon, Looker and Deacon.

Continuing, witness said that there were two separate accounts in the names of Lemm and Mitchell, but there was nothing to show by the books who paid, although he knew that Mr. Lemm paid.

Mr. P. A. Pereira, assistant manager of the same hotel, gave corroborative evidence, and the case was adjourned *sine die*.

FOOD FROM CHINA.

PORK, BEEF, EGGS, POULTRY AND GAME.

The London Daily Mail has the following reference to the Palermo's cargo:

Nearly 5,000 frozen carcasses of pigs sent all the way from Hankow, in China, for consumption in England are now in process of passing the inspection of the Port of London Sanitary Authority at Deptford. Their arrival in the steamer *Palermo*, with many cases of Chinese beef, poultry, deer, game, and eggs, marks the commencement of a highly interesting experiment.

"Chinese pig has never before been offered as an article of consumption in England," explained the director of the Union Cold Storage Company, to whom the cargo was consigned. "As regards the Chinese beef, poultry, deer, game, and eggs, I am not quite certain whether they are entirely new. The experiment may, so far as they are concerned, have been tried in a tentative way before—certainly not on so large a scale as this. Upon the success of this experiment, in which the resources of China are seriously called upon to aid the markets of London for the first time, depends the building up of a new trade."

As long ago as last December the idea of introducing to England Chinese pigs fattened on the banks of the Yangtze River was first mooted among several English firms. Sir Thomas Sutherland alluded to it at the annual meeting, on December 11, of the Peninsular and Oriental Steam Navigation Company, when he expressed the hope that this first shipment would make the beginning of a very large Chinese trade.

"The recent high prices of bacon and other food stuffs decided the firms concerned to make at once the experiment of an initial consignment," explained the authority quoted above. "The idea is not, however, to undersell. These Chinese pigs, bred by farmers near Hankow, are said to make excellent eating. They are carefully fattened, and the carcasses among this first consignment which have so far been inspected by experts are pronounced to be in remarkably good condition."

"The idea also seems to prevail that if this consignment is favourably received in the English market there is merely waiting to be exploited practically an unlimited supply of similar food stuffs from China. This is not the case. The supply, particularly as regards pigs, is at present quite limited. It might, of course, be developed with the impetus of a steady demand from England. The price at which the Chinese pigs are to be sold in England has not yet been fixed. They will, however, be introduced as quite a superior article."

"The reception in England of this first shipment of Chinese produce is to be carefully studied before a second shipment is ordered from Hankow."

Included in the consignment are numerous cases of Chinese beef, venison, eggs, and some 15,000 head of partridges, pheasants, ducks, geese, snipe, and poultry. Should the importation prove financially successful other consignments will certainly follow, and a new and fruitful source of supply will be open to the English markets.

The analytical and microscopical examination of certain of the carcasses and the general examination of the remainder, which was undertaken on behalf of the Port of London Medical Authorities, has proved entirely satisfactory. Not a single porcine carcass, it is stated, was found to show any signs of deterioration. The whole of the consignment, with the consent of the authorities, was taken from the steamer *Palermo* at the Royal Albert Dock and placed in the chambers of the Union Cold Storage Company. Pork, of course, is not in season during the present month.

"Pigs bred in China are certainly hygienically fed," declared a Chinese gentleman, who holds an official position in London. "When young they are given grasses growing over water, and later they are fed on wheat or barley, bran, and pease mixed with turnips and cabbages. The pigs are generally kept in sties, as I believe is the case in England."

KINGWA HAM.

A very large number of pigs are bred in the Kiangsu province on the northern side of the Yangtze River. It is noted for them, but the finest specimens come from just south of the river. Kingwa hams have the same reputation in China that York hams have secured in this country, and the flavour, cured as we cure them, is even better. I know nothing about the commercial side of the speculation, but I am sure there is no reason why English people should not safely eat and enjoy the splendid pork which we raise in China."

English butchers and other experts who have seen the carcasses speak generally as to their healthy appearance, and especially as to their great weight. "The average size is much larger than we breed in this country," was the verdict of one authority, "and the colour and firmness are all that one could wish for."

Two years ago a consignment of Manchurian (green) pheasants arrived at London All Market. The flavour was hardly, if at all, distinguishable from that of the home-reared birds.

The entire consignment, which was shipped from Hankow, includes—

Pigs	4,663 carcasses.
Poultry	8,410 cases.
Game	10,674 cases.
Eggs	21,048 cases.
Deer	1,345 carcasses.
Beef	1,230 quarters.

The extent of future shipments naturally depends on the success of this one.

THE MANILA OPIUM CASE.

To avoid arrest on a warrant issued by the court, William Kennedy, the well-known local Chinese banker, surrendered himself. He was released on bail in the amount of £7,500. The other Chinaman who is charged with illegal importation in this case is now in Hongkong. He was formerly in the city police department and went to Hongkong in connection with an attempt to put a stop to the illegal importation that was being carried on from that port.

No complaints have been filed as yet against the other two Americans who are under surveillance. One of these, says a Manila paper, is now in Hongkong.

In view of the fact that one of the persons already arrested has made an offer to turn State's evidence and to point on his co-partners in the illegal importation, there is a considerable uneasiness among all those concerned, and it is believed that some startling information will be in condition for publication in a few days.

NOTES AND NEWS.

MANAGED MAN'S SWIM.

A remarkable feat was accomplished by Jules Gautier, the long distance and trick swimmer. With hands and feet manacled he swam from Putney to Mortlake, towing a large rowing boat, and did the full boat race some in a fraction over thirty minutes. Gautier has already swum from London Bridge to Richmond—about seventeen miles—with chained hands and feet.

THE "PRETTY MAID" OF DEVONSHIRE.

The judgment of Paris was a simple business beside the ordeal of the rector of Holesworthy, who has just had to select as a proper object of traditional charity "the single woman resident in the parish under thirty years of age generally esteemed as the most deserving and most quietest, and attendance at church." It is a precious conjunction of virtues, perhaps less rare in former ages than to-day, when the virtues show a lamentable tendency to specialisation. It is significant of popular perversity that the heroine of Holesworthy is generally known as the "pretty maid," not as the worthy maid or the maid who goes (quietly) to church. But, no doubt, the rector looked deeper.

COST OF LIVING IN AMERICA.

Interesting details as to the increased cost of living in America are furnished by Bradstreet's *Index of the World*. It is shown that between July 1, 1909, breadstuffs and fish stock have nearly doubled in price; provisions, fruits, hides, and leather have increased 50 per cent. Textiles 60. Flour costs 100 per cent more, beef 80 per cent, pork 150 per cent, mutton 125 per cent, hams 35 per cent, bacon 170 per cent, lard 180 per cent, butter 70 per cent, and potatoes 130 per cent. Since the beginning of the year flour has risen nearly 60 per cent, pork and mutton 20 per cent, hams almost 10 per cent, butter 13 per cent, and coffee 25 per cent.

LADIES' HATS AND BANK NOTES.

It does not require a great amount of discrimination to see a connection between ladies' hats and bank notes, but it is something new to learn from a French contemporary that the two things may have been made from material grown on the same plant. French bank notes, in fact, which were formerly made from silk, are now made from the fibre of ramie, or China grass—a substance long used in the East for ropes and cordage, and for cloth in China and Japan. The French Government imports each year about 30 tons of the fibre, which is transformed into bank notes at the Government paper factory at Bierry. The fibre is also largely used in the manufacture of ladies' straw hats of the more expensive kinds.

REFORMS AT THE VATICAN.

A Rome correspondent writes:—It would seem to be the ambition of Pope Pius X. to pass down to posterity as the Reformer. He has already instituted several notable reforms, in the total reorganisation of the financial department of the Vatican, in the ecclesiastical congregations, in taxes, and in the ceremonial music. At present the Pope is contemplating a number of important changes within the walls of the Vatican, with a view to reducing needless expenditure. He has expressed the opinion that there are far too many idle people about the premises—officials who are costly, but whose offices are pure sinecures. The Guards of Nobles, the Swiss Guards, the Pontifical Guards, the Gendarmes—all alike necessitate a vast expenditure for which little is obtained in return. If his Holiness acted in accordance with his real wishes, he would abolish all these; but consideration of historic interest will probably induce him to confine himself to a mere reduction in numbers.

THE TONG TRIANGLE.

A Madrid despatch says:—The declarations which are attributed to the Infante Don Alfonso of Orleans, stating that his marriage with Princess Beatrice of Saxe-Coburg was approved and even advised by the King and the Royal family, and that it was owing to the clerical influence of the Prime Minister that the King disapproved it after it had taken place, are considered here as apocryphal. It is well known that the Royal decree degrading the Infante was issued by the King and his Ministry in Council, and it was based on Don Alfonso's omission to ask the necessary permission for his marriage, as he was bound to do, not only as a member of the Royal family, but simply as an officer of the army. The declarations attributed to Don Alfonso are in contradiction with the one made by his own mother, the Infanta Eulalia. The opposition to the marriage was well known, and the King had warned the Infante that he would deal with him in accordance with the law.

FROM ROME TO THE SEA.

The long-talked-of scheme of bringing Rome within easy distance of the seaside seems about to become a practical beginning. The Communal authorities of Rome have made a contract with a Belgian firm for the construction of an electric railway to run from the Porta San Paolo to the seashore a little beyond Ostia, with two or three stations on the way. One of these will be close to the excavations of the ancient seaport. The railway is to be completed before the end of 1911. It is to be a double line capable of carrying fairly frequent trains, which will do the whole journey in half an hour. The line will be the property of the Belgian company, but for 35 years, during which time the Commune of Rome is to receive 12 per cent of the gross profits, and at the end of that period it is to be handed over to the Commune. The contractors will also undertake to make a road by the side of the line for ordinary traffic, at least 32 yards in width, and planted throughout with four rows of trees. The same company also proposes to undertake the building of bathing establishments and hotels on the site of the new watering place. The beach there is sandy, and admirably adapted for bathing purposes.

TRAVELLING AMONG CANNIBALS.

Captain Whiffen has reached London after a year spent in exploring the south-eastern districts of Colombia, South America. Starting from Yquitos, Peru, Captain Whiffen crossed the Ica and the Japura, and tried to make the Wapica River, with a view to travelling through the unknown country to Manao. Unfortunately, he was attacked by boribori when he had reached half-way to the Wapica River, his boys deserted him, and he had to return. The expedition, however, has been far from fruitless. He has gained a vast amount of valuable information on the habits and manners of the Indians and on their religious ideas; the people among whom he travelled are cannibals, eating the bodies of the members of hostile tribes, but burying their own dead. Among the more curious discoveries Captain Whiffen made is the secret of the system of telegraphic messages by the natives. Sound is the medium used. Hollow trees are selected, and these, being of various thickness, are able to give out a high and low note when struck. The sound travels immense distances through the bush—some thirty or forty miles. A code is not employed, but from the different musical notes the native is able actually to recognise the words that are intended.

BERLIN'S MATCH FAMINE.

Berlin smokers recently have been in grievous trouble. Not only has the association of German tobaccoists decided that the consumer shall pay the whole of the duties on cigars, and accordingly notified the public that all cigars will be advanced in price from 15 to 25 per cent from August 1st, but, simultaneously, there has been an almost complete dearth of the humble but necessary match. It will be remembered that the price of the ordinary wooden match is to be advanced in August by 150 per cent to meet the new taxation. This means that the dozen boxes which lately cost one penny will now cost 24d. The result, of course, has been an unprecedented rush on the producers of matches, who have been wholly unable to cope. Wertheim, the Whittely of Berlin, has been obliged to suspend the sale of matches by the gross of boxes, and has posted placards notifying that not more than five dozen boxes will be sold to any one customer. In the Friedrich-strasse, Berlin's Piccadilly, the popular tobaccoists have long since sold out their whole stock, and one may go into half-a-dozen shops without being able to obtain a single box of matches. Smokers have been going about offering kindling for a match, while agonised housewives have been banging the offices of the principal match firms in Berlin with orders for innumerable dozens of boxes—orders which the firm has been totally unable to carry out.

As an illustration of the "rush" which resulted from the passing of the vote arranging the match tax, one Berlin firm received and executed in one day orders for matches to the value of £100,000, while one big café ordered in advance no less than 230 worth of wooden matches (16,000 boxes). The factories are unable to turn out the ordinary boxes, quite apart from the matches themselves, and are sending out their goods in plain cardboard boxes with a piece of "striking-paper" added separately. The match-famine even extended to Court circles, and a neat story is going—the round—concerning the Kaiser's method of dealing with the difficulty. The well-known marine painter, Mr. Willy Storer was asked to luncheon on the Imperial yacht, and after the meal the Kaiser, as usual, offered his guest a cigar from his own case, and to light his own cigar took out of his pocket not a match-box but one of those little silver electric torches. The painter cast a curious eye on the apparatus, and the Kaiser, noting his interest, said, "Yes, I bought this thing a few days ago. Now that matches are going to be so dear one has to save. I am a big smoker, and use up a box of matches a day as well as this thing, come out better." The Kaiser thereupon handed his guest the torch to light his own cigar. But behold! the thing refused to work. The painter tried and the Kaiser tried, but it would not work, and finally the Kaiser sent for a box of matches, observing, "Hum! the old method may be dear, but at any rate it is reliable!"

CHINESE DEPORTED FROM MANILA WITHOUT TRIAL.

The Manila *Cablenews* of Saturday says:—As the result of a fight between Ng Si Beng, a member of the Chinese chamber of commerce, and his nephew Ng Kew, over financial affairs, seven men of the Ban Shung Tong, 10 of the Geo Hock Tong, and several other Chinamen were deported last night by the secret service without a hearing in any court.

The tong members claim that they had no part in the fight between the two men mentioned. They say the first intimation they received from the secret service was last evening about six o'clock, when the principal men of both tongs were called upon to confer with Chief Trowbridge.

They claim that they were told they were in no danger of any kind, but were simply to give the chief the facts concerning the trouble. The members of the tong say they knew nothing of the deportation until they were informed by outsiders that these men had been put aboard a launch and taken to the *Yuenyang* for shipment to China.

The deportees were not given any notice whatsoever, and it is claimed that they did not even have a change of clothing and were given no opportunity to arrange their business affairs. The men of the Ban Shung Tong are all well-known business men, and as far as is known were men of good character. Among them were Si Ching, a banker having a place of business on Calle Santa Cruz, Chu, Tin, the owner of a soap factory on the same street, Si Kin, an Australian coal dealer on Calle Caballeros, Chan Tih, the owner of a bag factory on Calle Jaboneros, and Pan Kan Oh, a clerk. Agapito Uy Tongco, the president of the Ban Shung Tong, was also among the number.

The cause of the whole trouble appears to have been the desire of Ng Kew, employed by Ng Si Beng as a manager of his business, for a rise of salary. The rise was denied, with the result that a fight between the two ensued. Ng Si Beng claims that the members of the tong took the part of his manager and not only conspired to beat him, but did so unmercifully. He asked police protection and the chief of the secret service detailed a Filipino detective to be with him day and night and to act as his cooher when he drove out on the street at any time.

He also preferred charges against his manager and against Agapito Uy Tongco, the chief of money, but the case did not come to trial. The men were bailed out, their bondsmen giving P,100 bail for their appearance in court.

When seen last evening and asked for a verification of the story Chief Trowbridge denied all knowledge of the affair in spite of the fact that four of his secret service men accompanied the deportees in the patrol wagon to the dock, and one of them had been detailed for some days to guard Ng Si Beng.

Chief of Police J. E. Harding was also reached by telephone last night, and stated that he did not desire to be interviewed on the subject.

At about 8 o'clock last night the arrested Chinese, to the number of over twenty, were taken down to the Legaspi landing. The prisoners were in charge of a number of plain clothes men from the secret service bureau and were hustled aboard the launch *Bolot*, of the bureau of navigation. No time was lost, for as soon as the Celestials were safely aboard the lines were cast off and the launch steamed rapidly away. It is presumed that the prisoners were to have sailed at four o'clock yesterday afternoon, but which was delayed until last night.

THE AMERICAN TARIFF.

There are about 640 reductions in the new Bill under the Dingley schedules, while there are about 180 increases, so that the net result is really a slight reduction on many articles, which will be of real benefit to consumers. It is not an ideal tariff viewed from President Taft's standpoint, nor does he consider it such, but it is in line with his election promises, and he considers it an improvement on the tariff rates now in force. He is particularly pleased over the provisions respecting the arrangement for the Philippine Islands.

THERE IS SKILL AND
THOROUGHNESS
OF CONSTRUCTION
IN ALL
PIANOS

WE IMPORT

STAMPING THEM IN EVERY WAY

SUPERIOR VALUE

BUILT THROUGHOUT FOR

THIS CLIMATE.

ROBINSON PIANO
CO., LTD.

[36]

REBUILDING OF SAN FRANCISCO.

Mr. W. R. Hearn, British Consul-General for San Francisco, reports that the rebuilding of the city made steady progress during the past year. Over £7,000,000 was spent in buildings and alterations, and the new structures in the business part of the city are large and immeasurably better than those which were destroyed. Plenty of

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press Codes: A.B.C. 5th Ed. Lieber's. P.O. Box, 35. Telephone No. 12.

NEW ADVERTISEMENTS

GOVERNMENT BILLS.

TENDERS FOR SPECIE BRITISH AND MEXICAN DOLLARS, current in this Colony, in exchange for sterling Bills drawn at 10 days sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11 a.m. TO-MORROW (THURSDAY), the 26th August, 1909.

The Tenders to state the total amount in pounds sterling and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.

The Tenders to be in duplicate, and in sealed covers, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS".

The right to accept or reject any or all of the tenders is reserved.

Copies of Forms of tender can be had on application.

H. D. STACPOLE, Lt.-Col., A.P.D., Treasury Chest Officer, His Majesty's Treasury Office, Hongkong, 24th August, 1909. [1106]

THEATRE ROYAL.

CITY HALL.

ONE NIGHT ONLY!
ON FRIDAY, SEPT. 3RD.

M. E. BANDMANN

PRESENTS

THE

MERRY LITTLE MAIDS COMEDY CO.

IN

"THE GIRLS OF GOTTENBURG"

(2ND EDITION),

FROM THE

GAIETY THEATRE, LONDON.

PRICES AS USUAL.

BOOKING AT MOUTRIE'S.

Hongkong, 25th August, 1909. [1107]

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

FOR EUROPE.

THE Steamship
"GOBBEN,"

Captain B. Wilhelm, will leave for the above places TO-MORROW, 26th inst., at Noon.
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents,
Hongkong, 25th August, 1909. [5]

HONGKONG-NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK VIA PORTS AND

SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

S.S. "INDRAPURA" On 17th Sept., 1909.

For Freight and further information apply to—

SHEWAN, TOMES & Co.,
General Agents,
Hongkong, 25th August, 1909. [1108]

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS wishing to put down for Subscription Grills for the next RACE MEETING are requested to send their Names in to the Undersigned, from whom all particulars regarding Price and conditions pertaining to selection and passing may be obtained.

T. F. HUGH,
Clerk of the Course,
Hongkong, 23th July, 1909. [1014]

NOTICE.

CHINESE INTERPRETER Required at the MAGISTRATE'S COURT, Sandakan, British North Borneo. Qualifications are a Knowledge of the Hokien, Teochew, Hakka and Cantonese dialects—a Knowledge of the Reading and Writing of the Chinese Characters is desirable. English essential. Salary—\$90 per month Singapore Currency with an allowance of \$10 per month in lieu of quarters.

Applications to—
GIBB, LIVINGSTON & Co.,
Agents,
British North Borneo Court,
Hongkong, 11th August, 1909. [1061]

PUBLIC COMPANIES.

HONGKONG & SHANGHAI BANKING CORPORATION.

THE DIVIDEND DECLARED for the Half-Year ending 30th June, 1909, at the Rate of TWO POUNDS STERLING Per Share of \$125 is Payable on and after MONDAY, the 23rd August, Current, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,
J. E. M. SMITH,
Chief Manager.
Hongkong, 21st August, 1909. [1100]

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 3 per cent. per SHARE for the Six Months ending 30th June, 1909, Declared at MONDAY'S ORDINARY HALF-YEARLY MEETING, will be Payable at the Premises of the HONGKONG & SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 24th August, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Buildings.

By Order of the Board of Directors,
GEO. A. CALDWELL,
Acting Secretary.
Hongkong, 24th August, 1909. [1103]

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN Accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this Day declared an INTERIM DIVIDEND for the half year ended 30th June, 1909, of TWO DOLLARS PER SHARE.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after WEDNESDAY, 25th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th instant to the 24th instant, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, 13th August, 1909. [1074]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF A TRADE MARK.

NOTICE IS HEREBY GIVEN that Messrs. A. BOAKE, ROBERTS & Co., Limited, of No. 100, Carpenter's Road, Stratford, in the County of Essex, England have, on the 3rd day of June, 1909, applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARK:—The representation of a circle around which is a band of ribbon tied in a bow, and of a five point star placed upon or over such circle, and of rays of light emanating from the outer edge of such band or ribbon.

In the name of Messrs. A. BOAKE, ROBERTS & Co., Limited, who claim to be the Sole Proprietors thereof.

The Trade Mark has been used by the applicants since the year 1901, in respect of the following Goods:

All Goods, in Class 42.

A facsimile of such Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the Undersigned.

Dated the 15th day of June, 1909.

H. K. HOLMES,
Solicitor for the Applicants,
No. 54, Queen's Road, Central,
Hongkong.

889]

SUTTON'S SEEDS

Special Selected Collections

for this Climate.

VEGETABLES and FLOWERS

IN AIR-TIGHT CANS.

To be obtained from

CHINA EXPRESS CO.,
3, Duddell Street. [50]

Telephone 668.

BUTTERFLY CABINETS FOR SALE.

TWO well made CAMPHOR WOOD

CABINETS, Eight Drawers each, fitted

with glass. Cheap.

PERCY SMITH & SETH.
Hongkong, 19th August, 1909. [1092]

THE

DAIRY FARM CO., LTD.

CHOICE AUSTRALIAN

BEEF, LAMB,

MUTTON,

RABBITS

AND

HARES.

[563]

AUTOMATIC BROWNING

POCKET PISTOLS.

CALIBRE 7.65 m.m.

With CHAMBER for 8 CARTRIDGES

FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co.
Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

By popular English Manufacturers. In

all Bore and Sizes.

SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to 33SG. at \$6. 37 and

\$7.50 per 100. SIGHTING REQUISITES

and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. [623]

SINGON & CO.

IRON, STEEL, METAL, and HARD-

WARE MERCHANTS. Wholesale

and Retail Ironmongers. Pig Iron and

Foundry Coke Importers. General Store-

keepers and Shiphandlers. Nos. 35 & 37, Hing

Loong Street, (2nd Street, west of Central

Market) Telephone No. 515. [583]

AUCTION.

E. R. PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

TO-DAY (WEDNESDAY),

the 25th August, 1909, at 10 a.m., at Army

Ordinance Stores, Queen's Road East,

At the Arsenal Yard—

THE FOLLOWING GOVERNMENT STORES

IRON BEDSTEADS, LAMPS

TRACING, LAMPS, SIGNAL, BERE-

FIELD FILTERS, PUNKAH LAMPS,

EARTHENWARE FILTERS, BRASS

CUPRONICKEL, GUNMETAL, COPPER,

LEAD, WHITE METAL, ZINC, STEEL,

CAST WROUGHT and GALVANIZED

IRON, LEATHER, GROUND SHEETS,

BLANKETS, TARRIED and PLAIN CAN-

VAS, ROPE, DOOSOOTIE, BUNTING,

WOOLLEN RAGS, OLD WOOD, IRON

DRUMS and CYLINDERS, PAINT KEGS,

PACKING CASES, &c., &c., &c.

Also

A QUANTITY OF

PART-WORN CLOTHING.

Catalogues can be had at the Ordnance Office

or from the Auctioneers.

TERMS OF SALE:—Cash on delivery. All

faults and errors of descriptions at Purchasers'

risk, on the fall of the hammer.

All lots to be cleared within 48 hours.

HUGHES & HOUGH,
Government Auctioneers,
Hongkong, 24th August, 1909. [1104]

GENTLEMEN, WE HAVE

SOMETHING TO SUIT

YOU!

JUST UNPACKED.

A Fine Stock of

GENTLEMEN'S & BOYS' (SOCKS),

Assorted Shades and Designs.

Black, Tan, Striped, Checks, Lisle and Silk

Lisle, Double Heel and Toe, Plain

and Lace Worked.

Warranted Fast Colours.

Guaranteed Stainless.

HOOSAIN-ALI & Co.
Hongkong, 3rd August, 1909. [41]

TO LET.

NO. 1, CANTON VILLAS, Kowloon.

Apply—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.
Hongkong, 4th August, 1909. [1035]

TO LET.

NO. 26, WYNDHAM STREET,

containing 6 ROOMS.

Apply to—

E. A. & C. F. CARVALHO,
14, Arabinah Road,
Hongkong, 4th August, 1909. [1036]

TO LET.

NO. 1, ORMSBY TERRACE.

NO. 5, BARROW TERRACE. Cheap

Rental. The well known Durbar House.

Apply to—

SPANISH PROCURATION.
Hongkong, 31st July, 1909. [1025]

TO LET.

ONE LARGE OFFICE ROOM, No. 1,

Prince's Building, 11 Floor.

ONE SPACIOUS GODOWN, No. 125,

Wanchai Road.

Apply to—

REUTER, BROCKELMANN & Co.
Hongkong, 1st July, 1909. [911]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour from about

October at present in occupation of

Messrs. JARDINE, MATHESON & Co., Ltd.

Apply—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.
Hongkong, 1st August, 1909. [818]

TO LET.

NO. 1, OBSERVATORY VILLAS,

Kowloon. Five-Roomed House; Electric

Light and Tennis Court.

"BRANEE BUNGALOW," Kowloon. A

Small Garden attached. Moderate Rental.

HOUSES IN LYMOON VILLAS,

Kowloon.

Apply to—

ARRATON V. APCAR & Co.,
14, Des Voeux Road,
Hongkong, 24th August, 1909. [399]

TO LET.

NO. 2, ELLIOTT CRESCENT, ROBIN-

SON ROAD, Six Roomed House, with

Orchouse, Commanding a Fine View of the

Harbour.

Apply to—

E. X. D'ALMADA & CASTRO,
33, Queen's Road Central,
Hongkong, 7th July, 1909. [936]

TO LET.

FIRST FLOOR, No. 6, ICE HOUSE

ROAD, NINE ROOMS, Electric

Fittings, suitable for Office or Dwellings.

Also, GODOWN, No. 9, Duddell Street.

Apply to—

A. B. AVASIA,
1, Duddell Street,
Hongkong, 1st July, 1909. [912]

TO LET.

GROUND FLOOR, No. 75, WYNDHAM

STREET. Electric Fittings.

Apply to—

A. B. AVASIA,
1, Duddell Street,
Hongkong, 10th August, 1909. [941]

TO LET.

NO. 1, GARDEN ROAD, Kowloon.

Eight-Roomed House and Tennis Court.

Apply to—

H. M. H. NEMAZEE,
9, Poddar's Hill,
Hongkong, 14th August, 1909. [1073]

"TO LET"

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT

No. 285 at NORTH POINT, suitable

for above Purpose. EXTENSIVE WATER

FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36

on PRAYA EAST. Approximate AREA

45,000 SQUARE FEET. 99 YEARS' LEASE.

SHIPPING.

ARRIVALS.
CARMARTHENSIRE, British str., 2,994, R. L. Daniel, 23rd Aug.—Shanghai 20th Aug. General—Jardine, Matheson & Co.
CHIPPING, British str., 1,199, F. Mooney, 24th Aug.—Tientsin 17th, Chetoo 18th and Weihaiwei 19th August, General—Jardine, Matheson & Co.
GERMANIA, German str., 1,713, C. Jorgensen, 23rd Aug.—Wakamatsu 17th August, Coal—Jensen & Co.
HAIMUN, British str., 636, J. W. Evans, 24th Aug.—Swatow 23rd August, General—Douglas, LaPraik & Co.
KWANTAH, Chinese str., 24th Aug.—Canton, MEINAM, French str., 3,959, Dorise, 23rd Aug.—Singapore 15th August, General—Messageries Maritimes.
MIYAZAKI MARU, Japanese str., 5,370, T. Murai, 24th Aug.—London via Port 16th Aug., General—Nippon Yusen Kaisha.
PAKHOT, British str., 24th August—Canton.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 24th August.
Ashikida, British str., for San Francisco.
Choising, German str., for Bangkok.
Hilary, German str., for Tsingtau.
Kiang Ping, Chinese str., for Muking.
Miyazaki Maru, Japanese str., for Moji.
Reinbois, U.S.A. man-of-war for Cavite.
Silesia, Austrian str., for Singapore.

DEPARTURES.

24th August.
ALDENHAM, British str., for Australia.
ANNU, British str., for Canton.
CATHAY, Danish str., for Shanghai.
C. DIEBOLDSEN, German str., for Hoihow.
CLARA JENSEN, German str., for Hongkong.
FLINTSHIRE, British str., for Shanghai.
FOOKANG, British str., for Canton.
KAIKONG, British str., for Cebu.
KIUKIANG, British str., for Canton.
KJELD, Norwegian str., for Chetoo.
KWANGSHI, British str., for Swatow.
LAUREN, British str., for Singapore.
MACHAO, British str., for Shanghai.
MEINAM, French str., for Chingwantao.
PAOTING, British str., for Hoihow.
SIMONGAN, Dutch str., for Saigon.
SOSHU MARU, Jap. str., for Swatow.
TAMING, British str., for Manila.

SHIPPING REPORTS.

The British str. **Haimun** reports: Light various wind, sea smooth, with fine weather throughout.
 The British str. **Chipping** reports: N.E. breeze to Haimun, light variable winds and fine, Haimun to Tung Yung, moderate S.W. monsoon and fine, Tung Yung to port light S.W. winds and fine.

VESSELS IN DOCK.

August 24th.
ABERDEEN DOCK.—**Sorsogon**, **Des Hermanos**, **Muenchen**, **Delich**, **Doll**, **COMOPOLITAN DOCK.**—**Taikeo**, **Docho**, **America Maru**.

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR
TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG,
CALCUTTA, COLOMBO, ADEN,
SUEZ AND PORT SAID.
 (Taking Cargo at through rates to the BRAZIL to RED SEA, BLACK SEA, STANT, VENICE and ALEXANDRIA PORTS).
THE Company's Steamship
"SILESIA."
 Captain Radonich, will be despatched as above on or about the 25th August.
 This steamer has splendid accommodation for passengers, electric light and carries a doctor.
 For information as to Passage and Freight, apply to
SANDER, WIELER & Co.,
 Agents.
 Princes Buildings,
 Hongkong, 30th July, 1909. [3]
"SHIRE" LINE OF STEAMERS, LTD.
FOR LONDON AND ANTWERP.
THE Steamship
"CARMARTHENSIRE"
 Captain Ingram, will be despatched as above on or about the 25th instant.
 The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. The steamer is specially adapted for service in the tropics, being fitted with refrigerating machinery and electric fans in staterooms. A Doctor and Stewardess are carried. Fare to London, £35.
 For Further Particulars, apply to
JARDINE, MATHESON & Co., Ltd.,
 Agents.
 Hongkong, 2nd August, 1909. [1032]
"SHIRE" LINE OF STEAMERS, LTD.
FOR MARSEILLES, LONDON AND LEITH.
THE Steamship
"CARNARVONSHIRE"
 Captain Ingram, will be despatched as above on or about the 25th instant.
 For Freight apply to
JARDINE, MATHESON & Co., Ltd.,
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 Hongkong, 2nd August, 1909. [1031]
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S.S. "LENNOX" ... About 10th Sept.
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AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

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VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	CARMARTHENSIRE	Brit. str.	—	Daniel	JARDINE, MATHESON & Co., LD.	About 25th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	STELLA	Brit. str.	—	D. C. Gregor, R.N.	P. & O. S. N. Co.	To-day, at 4 P.M.
LONDON &c. VIA USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	H. Powell, R.N.	P. & O. S. N. Co.	On 4th Sept., at Noon.
ANTWERP, ROTTERDAM & HAMBURG &c.	DORNBUND	Ger. str.	k. w.	Nachow	HAMBURG-AMERICA LINE	About middle of Sept.
HAMBURG VIA STRAITS, &c.	C. FRED. LAMISE	Ger. str.	k. w.	Wagrow	HAMBURG-AMERICA LINE	About middle of Oct.
HAYRE, BREMEN & HAMBURG, &c.	ARDALOGIA	Ger. str.	k. w.	Block	HAMBURG-AMERICA LINE	On 27th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	SPEDIA	Ger. str.	k. w.	Ingram	HAMBURG-AMERICA LINE	On 14th Sept.
MARSEILLES, LONDON & LEITH	KENTON	Brit. str.	—	Charbonnel	MESSAGERIES MARITIMES	On 31st inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAHARA MARU	Jap. str.	—	C. H. Butler	NIPPON YUSEN KAISHA	On 1st Sept., at D'light
HAYRE, ROTTERDAM, & HAMBURG &c.	SAXONIA	Ger. str.	k. w.	Babel	HAMBURG-AMERICA LINE	On 2nd Sept.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	INARA MARU	Jap. str.	—	R. Takoda	NIPPON YUSEN KAISHA	On 16th Sept., at D'light
COPENHAGEN & BALIC PORTS	CATHAY	Dan. str.	—	Delmat	MELCHERS & Co.	On 18th Oct.
MARSEILLES, HAYRE & HAMBURG &c.	AMERICA	Ger. str.	k. w.	A. E. Moser	HAMBURG-AMERICA LINE	On 27th inst., P.M.
GENOA, MARSEILLES, LONDON, & ANTWERP, &c.	MISHIMA MARU	Jap. str.	—	B. Wilhelm	TOTO KISEN KAISHA	On 30th inst., at 5 P.M.
CALLAO, IQUIQUE, &c. VIA JAPAN PORTS, &c.	AMERICA MARU	Jap. str.	—	Radonich	MELCHERS & Co.	To-morrow, at Noon.
NAPLES, GENOA, ALGIERES, GIBRALTAR, &c.	GOREN	Aus. str.	—	Radonich	BAUDE, WHEELER & Co.	About 25th inst.
TRIESTE, &c. VIA SINGAPORE, &c.	SILEZIA	Am. str.	—	Radonich	SHAW, TOMES & Co.	On 17th Sept.
NEW YORK VIA PORTS SUEZ CANAL	LYDAPURA	Brit. str.	—	Doddwell & Co., LD.	CANADIAN PACIFIC R. Co.	About 10th Sept.
BOSTON & NEW YORK	LYDAPURA	Brit. str.	2 m.	J. Boyd	CANADIAN PACIFIC R. Co.	On 4th Sept., at 6 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	ATMERIC	Brit. str.	1 m.	T. Saito	CANADIAN PACIFIC R. Co.	To-morrow.
AMAMU, B.C., TACOMA & SEATTLE VIA JAPAN	MONTEAGLE	Brit. str.	1 m.	K. Kawan	OKASA SHOSHUN KAISHA	On 18th inst., at Noon.
VANCOUVER VIA SHANGHAI JAPAN, &c.	SHATTSU MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 28th inst., at Noon.
TACOMA VIA KRELUING, SHANGHAI & JAPAN	SHINANO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 14th Sept., at 4 P.M.
VICTORIA, B.C., & SEATTLE VIA KRELUING, &c.	NIKKO MARU	Jap. str.	—	F. Isaka	NIPPON YUSEN KAISHA	On 28th Sept., at 4 P.M.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c.	PAIRIE WALDMAR	Ger. str.	1 m.	L. Dawson	NIPPON YUSEN KAISHA	On 3rd Sept., at Noon.
AUSTRALIAN PORTS VIA MANILA	TAKAKURA	Brit. str.	1 m.	M. Winkler	MELCHERS & Co.	On 10th Sept., at D'light
AUSTRALIAN PORTS VIA MANILA	KUNAKO MARU	Jap. str.	—	Wm. Bainbridge	BUTTERFIELD & SWIRE	On 23rd Sept., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	MIYASAKI MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 1st Oct., at Noon.
MOJI, KOBE & YOKOHAMA	KUNAKO MARU	Jap. str.	—	H. Koops	NIPPON YUSEN KAISHA	To-day, at Noon.
NAGASAKI, KOBE & YOKOHAMA	TEIKUNI	Dut. str.	1 m.	E. Forsyth	NIPPON YUSEN KAISHA	On 1st Sept., at Noon.
YOKOHAMA	HUTCHON	Brit. str.	1 m.	Dowson	JAVA-CHINA-JAPAN LINE	On 27th inst., at 4 P.M.
TAIPEI	KWAIYANG	Brit. str.	1 m.	F. Mooney	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
TAIPEI	CHIEPSENG	Brit. str.	1 m.	A. E. Sandbach	JARDINE, MATHESON & Co., LD.	On 28th inst., at 4 P.M.
TAIPEI	ARHUI	Brit. str.	1 m.	E. P. Martin	P. & O. S. N. Co.	To-morrow, at 4 P.M.
TAIPEI	HANGSANG	Brit. str.	1 m.	Williams	BUTTERFIELD & SWIRE	On 27th inst., at 4 P.M.
TAIPEI	WILE	Brit. str.	1 m.	Broe	MESSAGERIES MARITIMES	On 29th inst., at D'light
TAIPEI	POLYNESIAN	Frean. str.	k. w.	Delmat	HAMBURG-AMERICA LINE	On 30th inst.
TAIPEI	AMERICA	Ger. str.	k. w.	T. Arthur	HAMBURG-AMERICA LINE	On 31st inst., at 3 P.M.
TAIPEI	FOOSHING	Brit. str.	1 m.	E. Zohrab	MELCHERS & Co.	On 31st inst.
TAIPEI	DIFFLINGER	Ger. str.	1 m.	Y. Kusano	OKASA SHOSHUN KAISHA	On 2nd Sept., at 10 A.M.
TAIPEI	BUJUN MARU	Jap. str.	1 m.	Owen Jones, R.N.	BUTTERFIELD & SWIRE	On 2nd Sept., at 4 P.M.
TAIPEI	CHINPUA	Brit. str.	1 m.	Müller	P. & O. S. N. Co.	About 2nd Sept.
TAIPEI	ASSATE	Brit. str.	1 m.	M. B. Lake	BUTTERFIELD & SWIRE	On 5th Sept., at D'light
TAIPEI	CHESAN	Ger. str.	k. w.	Bombard	HAMBURG-AMERICA LINE	On 12th Sept.
TAIPEI	NICOMEDIA	Brit. str.	—	H. Murray	JARDINE, MATHESON & Co., LD.	On 17th Sept., at Noon.
TAIPEI	NAMAKO	Ger. str.	—	S. J. Bosch	MELCHERS & Co.	Middle of Sept.
TAIPEI	TRAUQUER	Dut. str.	—	Sandbach	JAVA-CHINA-JAPAN LINE	Quick despatch.
TAIPEI	TAIPEI	Dut. str.	1 m.	Y. W. Erbes	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
TAIPEI	TAIPEI	Jap. str.	2 h.	J. W. Erbes	OKASA SHOSHUN KAISHA	On 29th inst., at 10 A.M.
TAIPEI	TAIPEI	Brit. str.	2 h.	J. S. Bole	JARDINE, MATHESON & Co., LD.	On 27th inst., at 3 P.M.
TAIPEI	TAIPEI	Brit. str.	2 h.	R. Rodger	DOUGLAS LAURENCE & Co.	To-day, at 3 P.M.
TAIPEI	TAIPEI	Brit. str.	1 m.	A. W. Outerbridge	JARDINE, MATHESON & Co., LD.	On 27th inst., at 2 P.M.
TAIPEI	TAIPEI	Brit. str.	—	S. J. Payne	SHAW, TOMES & Co.	On 27th inst., at 4 P.M.
TAIPEI	TAIPEI	Brit. str.	—	R. W. Almond	JARDINE, MATHESON & Co., LD.	On 27th inst., at 5 P.M.
TAIPEI	TAIPEI	Brit. str.	—	F. Sembill	SHAW, TOMES & Co.	On 31st inst., at 3 P.M.
TAIPEI	TAIPEI	Brit. str.	—	J. C. Richards	MELCHERS & Co.	On 3rd Sept., at 4 P.M.
TAIPEI	TAIPEI	Brit. str.	—	Bradley	NIPPON YUSEN KAISHA	On 4th Sept., at Noon.
TAIPEI	TAIPEI	Brit. str.	—	E. J. Todd	JARDINE, MATHESON & Co., LD.	Beginning of Sept.
TAIPEI	TAIPEI	Brit. str.	—	W. J. Davies	JARDINE, MATHESON & Co., LD.	On 2nd Sept.
TAIPEI	TAIPEI	Brit. str.	—	P. J. van Emmerik	JARDINE, MATHESON & Co., LD.	On 3rd inst., at 3 P.M.
TAIPEI	TAIPEI	Brit. str.	—		JARDINE, MATHESON & Co., LD.	On 4th Sept., at 2 P.M.
TAIPEI	TAIPEI	Brit. str.	—		JARDINE, MATHESON & Co., LD.	On 14th Sept., at 2 P.M.
TAIPEI	TAIPEI	Brit. str.	—		JARDINE, MATHESON & Co., LD.	Quick despatch.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, ANG, COLOMBO, FOR Said and MARSHALLS	SYRIA	4 P.M., 25th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	Capt. D. C. Gregor, R.N.E.	5 P.M., 25th Aug.	Freight and Passage.
SEANGHAI	ASSAYE	About 2nd Sept.	Freight and Passage.
LONDON via USUAL PORTS OF CANAL	Capt. Owen Jones, R.N.E.	Noon, 4th Sept.	See Special Advertisement.

For further Particulars, apply to

Hongkong, 25th August, 1909.

K. A. HEWETT,
Superintendent.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

TO SAIL	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"PAKHOI"	On 25th Aug., 4 P.M.
THINGTAU, CHEFOO and NEWCHANG	"KWEIYANG"	On 26th Aug., 4 P.M.
SHANGHAI	"ANHUI"	On 27th Aug., 4 P.M.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 28th Aug., 4 P.M.
SHANGHAI	"LINAN"	On 29th Aug., 4 P.M.
MANILA	"TEAN"	On 31st Aug., 4 P.M.
SHANGHAI	"CHINHUA"	On 2nd Sept., 4 P.M.
SHANGHAI	"CHENAN"	On 5th Sept., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CALENS, TOWNS VILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 23rd Sept., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmania Ports.

MANILA TWIN SCREW STEAMERS and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

"FAST SCHEDULE TWIN SCREW STEAMERS" ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN," Capt. Evans	SWATOW, AMOY and FOOCHOW.	WEDNESDAY, 25th Aug., at 2 P.M.
"HAITAN," Capt. J. S. Rosch	SWATOW, AMOY and FOOCHOW.	FRIDAY, 27th Aug., at 2 P.M.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOOCHOW WILL BE MADE DURING THE MONTHS OF AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 24th August, 1909.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
FOOCHOW	"YATSHING"	Friday, 27th Aug., 3 P.M.
SHANGHAI	"HANGSANG"	Friday, 27th Aug., 4 P.M.
MANILA	"YUENSANG"	Friday, 27th Aug., 4 P.M.
TIENTSIN via SWATOW, WEIHAI WEI and CHEFOO	"CHIPSING"	Saturday, 28th Aug., 4 P.M.
SHANGHAI, PENANG & CALCUTTA	"FOOSHING"	Tuesday, 31st Aug., 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 31st Aug., 3 P.M.
MANILA	"LOONGSANG"	Friday, 3rd Sept., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Saturday, 4th Sept., 2 P.M.
SINGAPORE, SAMARANG and SOURABAYA	"HINSANG"	Tuesday, 14th Sept., 2 P.M.
SE'HAU, YOKOHAMA, Kobe & Moji	"NAMSANG"	Friday, 17th Sept., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOSHANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
Hongkong, 25th August, 1909.

GENERAL MANAGERS.

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EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	Middle of September.
COPENHAGEN and BALTIC PORTS	"CATHAY"	End of September.

For Further Particulars apply to
Hongkong, 25th August, 1909.MELCHERS & CO.,
AGENTS.

[6]

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC. VIA MOJI, KOBE, YOKOHAMA,
HONOLULU and SALINA CRUZ (Mexico).

S.S. AMERICA MARU	6000 tons gross	Sail Aug. 30th, at 5 P.M.
S.S. HONGKONG MARU	6000 "	Oct. 26th, at Noon
S.S. MANSHU MARU	5000 "	Dec. 10th, at Noon

For particulars apply to

K. MATSUDA, Manager,
TOYO KISEN KAISHA, Yokohama.

Hongkong, 23rd August, 1909.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSHALLS, LONDON and ANTWERP, via SINGA- PORE, PENANG & COLOMBO, and PORT SAID	TAMBA MARU, Capt. C. H. Butler,	5,500	WEDNESDAY, 1st Sept., at 4 P.M.
WATERLOO, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	INABA MARU, Capt. E. Takei,	5,500	WEDNESDAY, 15th Sept., at Daylight.
SEATTLE, B.C., and YOKOHAMA	SHINANO MARU, Capt. K. Kawara,	7,090	TUESDAY, 14th Sept., at 4 P.M.
SEATTLE, B.C., and YOKOHAMA	TANGO MARU, Capt. S. Ishikawa,	8,000	TUESDAY, 28th Sept., at 4 P.M.
SEATTLE, B.C., and YOKOHAMA	NIKKO MARU, Capt. M. Yagi,	6,000	FRIDAY, 3rd Sept., at Noon.
SEATTLE, B.C., and YOKOHAMA	KUMANO MARU, Capt. M. Winkler,	6,000	FRIDAY, 1st Oct., at Noon.
SEATTLE, B.C., and YOKOHAMA	MIYASAKI MARU, Capt. T. Murai,	9,000	WEDNESDAY, 25th Aug., at Noon.
SEATTLE, B.C., and YOKOHAMA	KUMANO MARU, Capt. M. Winkler,	6,000	WEDNESDAY, 1st Sept., at Noon.
SEATTLE, B.C., and YOKOHAMA	MOYORI MARU, Capt. J. C. Richards,	4,000	THURSDAY, 2nd August.

Fitted with New System of Wireless Telegraphy.

Omitting Keelung and Shimoda.

Cargo only.

EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP via SINGAPORE,
COLOMBO, SUEZ and PORT SAID.THE Co.'s Newly Built 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED
FROM HONGKONG AS FOLLOWS:

MISHIMA MARU - (Capt. A. E. MOSES) - On Fri. 27th Aug. P.M.

ATSUTA MARU - (Capt. WM. THOMPSON) - About Wed. 22nd Sept.

MIYASAKI MARU (Capt. T. MURAI) - About Wed. 20th Oct.

KITANO MARU - (Capt. F. E. COPE) - About Wed. 17th Nov.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.

SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.

Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS \$120	\$110	\$100	\$90
2nd " \$80	\$70	\$60	\$50

Option of rail between Calling Ports in Japan.

For further particulars apply to

Hongkong, 4th August, 1909.

T. KUSUMOTO,
MANAGER. [15-93]

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 27th Aug., 5 P.M.
RUBI	2540	R. W. Almond	Manila	On 4th Sept., Noon.

For Freight or Passage apply to

Hongkong, 25th August, 1909.

SHEWAN, TOMES & Co.,
General Managers. [14]

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO.

to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING CARGO at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's Arabian and Persian Service to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. AMBRIA

